

OXC-3154

Copy 7 of 7

12 March 1962

MEMORANDUM FOR : Chief, Materiel Staff, Development Projects Division

ATTENTION : [] 25X1A

SUBJECT : Additional Items from [] 25X1A

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1. J-75 Mobile Test Stand: [] asked that a check be made with Colonel Geary on the status of this item, since it is fast coming into the Program. He claims that he had discussed this requirement with [] but he seems to feel that final action on its expedited delivery will depend on Colonel Geary and yourself.

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2. Substitute for C-54: [] said that while he does not differ with the decision to push the C-54G downstream, or perhaps completely out of the program, he is stymied by the absence of an aircraft capable of speedily airlifting four or five key people to a crash or forced landing to secure the area and/or aircraft and to call up special ground support equipment as required, presumably in USAF cargo aircraft. He says that at the moment if a crash occurred two or three hundred miles from the base, he would have to set out on foot to get to it! He says that he has talked several times with Colonel Geary about the possibility of acquiring a North American T-39 Saber Liner. He understands (as do I) that USAF has recently ordered a large number of T-39's and "with our priority Colonel Geary should have little trouble in being able to corner one of them at least." I think [] has just about written off the C-54, and since other people have taken care of the C-131 and C-130, I think I would agree with him that something in the way of a retrieval capability must be developed for him very shortly. I do not think we should rely upon the Jet Star which Kelly Johnson keeps talking about.

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3. J-75 Spare Parts Problem: [] seemed disturbed about recent unserviceable spare parts for the J-75 including fuel system controls. He said this had been discussed with [] of Pratt and Whitney. I am not sure what he expected me to do on this one except to restate his concern. He said, however, that engine and/or flight

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instruments being received by [] were in such tough shape on arrival from the Air Force depot that [] was obliged to send them to Lockheed for calibration before [] felt they could be reissued. Parenthetically I might mention that Kelly Johnson gave himself a pat on the back in front of Dr. Scoville on this very subject, adding that the parachutes were so badly packed when he got them from [] that "after doing the Air Force's work for them, I even taught them how to package the instruments properly". I gather that you are looking into this or will shortly do so. It seems to me that if flight safety is involved, as it is, we should make certain that there is no compromise in quality control at the Air Force depot level. 25X1A 25X1A

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4. Commercial Power: This continues to be a moot question. While on occasion I have suspected that [] have sold out to private utility interest, this time they were sufficiently constructive to relieve me of at least that concern. [] states that he sees a need for up to 7,000 KVA on-line downstream, and that with the present system everything to the firewall he has already gotten for about half of that. He claims this is between [] and within six to eight months commercial power up to 10,000 KVA on-line can be available at the site either as primary or back-up. [] adds that he is anxiously awaiting the day when more than one aircraft is on location getting its systems checked out due to his concern over inadequate power and related problems. His own horseback guess is that if we were disposed to stick with the present 1250 KVA Enterprise generators, when everything was going full bore, we would need a total of eight in all, assuming that we would not be employing more than five or six at any one time for conservation reasons. He added that if we would go this route, he hoped we would forget about what he referred to as "those Rube Goldberg heat exchangers" now installed behind the power shed. I realize that this is a thorny problem and that everyone seems to have taken a black and white view of the outcome, but I do think that we should get on with whatever needs to be done to increase the power available on site. By the way, John Parangosky says that he is disposed under the present set of circumstances to try to get [] to agree to leave the two 600 KVA generators where they are for the present. 25X1A

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5. Motor Pool/Dispatch System: On this matter I would merely like to record [] statement that he is opposed to operating a consolidated motor pool dispatch system due to what he regards as the inevitable need for large numbers of dispatchers and drivers, etc. It should come as no surprise to you that this view is apparently shared by the contractors on site, some of whom, principally Lockheed, seem to be holding captive certain numbers of pickup trucks, which have been modified for various one-shot jury-rigged special equipment installations; i.e., LAC has mounted on a special wooden

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rig a 10 KVA generator which they are presently using very little of the time, but since the installation eats up all of the space in the pickup, it is very little use to anyone else and consequently sits in front of Lockheed's offices. I was told by [] that they are now surveying vehicle utilization in terms of written contractor minimum requirements and that they will hopefully consolidate these very shortly and funnel a new vehicle requirement into Headquarters. I told them that if they did so, they owed it to themselves, as well as to Headquarters, to be explicit about the need for added vehicles and to proportionate their total TVA so as to reflect any and all special purpose vehicles which [] now claims constitute about eighty percent of rolling stock on site.

6. Please let me have your reaction to these various points, together with an idea of what steps you may now be in the process of taking on any one of them.

[]
JAMES A. CUNNINGHAM, JR.
Assistant Chief
DPD-DD/R

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P. S. [] is most anxious for a Headquarters Materiel Staff visit. He reminded me that he had not seen you since October of last year.

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